

CLASSIFICATION

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25X1A

COUNTRY Soviet Zone of GermanyREPORT NO. [REDACTED]TOPIC Soviet Tank Spare Parts Depot and Repair Shop in MUELLROSE

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EVALUATION see belowPLACE OBTAINED [REDACTED]DATE OF CONTENT see below

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DATE OBTAINED [REDACTED] DATE PREPARED 27 October 1949REFERENCES 25X1APAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

Document No. 004NO CHANGE in Class. ☐☐ DECLASSIFIEDClass. CHANGED TO: TS

DDA Memo, 4 Apr 77

Auth: DDA Memo, 27/1763Date: 24/05/76 By: 008**RETURN TO CIA LIBRARY**SOURCE
25X1X1 September 1949

1. a. A large Soviet tank spare parts depot and a pertaining repair shop were located in the former "Speer" Cantonment, about 1,600 feet southeast of the MUELLROSE (N 53/V 42) railroad station. The depot, [REDACTED] consisted of two separate sections with a railroad spur track and a total of 30 to 35 large storage houses. Lt Col COLONYOV was depot commandant; Maj ROLANOVSKI his deputy.
- 25X1A b. The following observations were made in one of the two depot sections:
- (1) One warehouse (330 x 80 feet), used to capacity for the storage of JS 122 tanks;
 - (2) One warehouse (330 x 80 feet), used to capacity for the storage of tank tracks, track shoes, driver wheels, track-supporting rollers and axles;
 - (3) One four-story warehouse (230 x 65 feet), used to capacity for the storage of motorcycles.
 - (4) One warehouse (230 x 65 feet), used for the storage of passenger cars with grey camouflage-paint;
 - (5) Two warehouses, equipped as motor vehicle repair shops.
- c. The depot regularly received shipments of tank spare parts, particularly of track shoes of various sizes, from a workshop in Saxony. Material which was classified unserviceable when sorted was placed as scrap at the disposal of the Brandenburg Government. Unserviceable track shoes were, however, melted down by the Soviet army itself, because of their high percentage of manganese and degree of hardness. The track shoes concerned were 500 x 220 mm in size, with five ears on one side and four ears on the other. The ears (sic) were 22 mm in diameter; the pertaining bolts were 550 mm long. The track shoes were marked "200 A" on the inside.

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d. The depot placed 629 tons of scrap metal from tanks at the disposal of the Brandenburg Government in July 1949, and 140 tons between 29 August and 3 September 1949.

e. The following trucks were regularly observed at the depot:

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[REDACTED] with hoisting gear.

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2. Two heavily guarded Soviet depots were observed south of the MUELLROSE railroad station. Local residents stated that the depot west of the railroad line was an ammunition depot and the one east of the railroad line a former automobile factory. The truck [REDACTED] was seen entering the depot 25X1A west of the railroad line.

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3. Little activity was observed in the tank spare parts depot (former "Todd Organization" Cantonment) near MUELLROSE. A technical unit of about two hundred men was stationed in the depot. The following truck numbers were secured there:

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Field Comment:

25X1A The report confirms the MUELLROSE repair shop of the 123rd Tank Repair Shop Unit [REDACTED] up to early September 1949.*

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